

APPENDIX A – 7

Project Selection Processes

**Policies and Procedures for the Transportation for Livable
Communities (TLC) Capital Funding Program of Projects
MTC Resolution No. 3483**



Date: June 26, 2002
W.I.: 1611
Referred by: PAC

ABSTRACT

Resolution No. 3483

This resolution adopts the FY 2001-02 capital funding program for MTC's Transportation for Livable Communities program, funded with Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Enhancement Activities (TEA) funds.

The following attachment is provided with this resolution:

Attachment A— FY 2001-02 TLC Capital Program of Projects

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated June 12, 2002.

Date: June 26, 2002
W.I.: 1611
Referred by: PAC

RE: FY 2001-02 Transportation for Livable Communities Capital Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3483

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has developed a process and criteria to be used in the selection of capital Transportation for Livable Communities (TLC) projects to be funded with federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Enhancements Activities (TEA) funds, as set forth in MTC Resolution No. 3326 and

WHEREAS, in cooperation with other public agencies in the Bay Area Partnership and the MTC Advisory Council, MTC used the application and process and criteria set forth in Resolution No. 3326 to develop the TLC capital program, to be amended in the FY 2003 Transportation Improvement Program (TIP);

WHEREAS, the FY 2001-02 TLC capital program projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the FY 2001-02 Transportation for Livable Communities Capital Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that MTC authorizes MTC staff to review and approve these TLC capital projects during their design and engineering phase to ensure that the projects are consistent with their concept plans; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 26, 2002.

Date: June 26, 2002
W.I.: 1611
Referred by: PAC

Attachment A
MTC Resolution No. 3483
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FY 2001-2002 Transportation for Livable Communities Capital Program*

Part 1 of Attachment A: Projects recommended to be funded in June 2002 with currently available TLC capital funds (projects in this section are listed by county and are not in priority order)

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Alameda County				
City of San Leandro	W. Estudillo Street Streetscape and BART-Downtown Connections**	Provides pedestrian connection between the Central San Leandro BART Station and Downtown through streetscape and pedestrian improvements along W. Estudillo Street through the Washington Plaza Shopping Center to the AC Transit Bus Rapid Transit stop located on East 14th Street; and highlights historic buildings along W. Estudillo Street. Project supports new senior housing, recent rezoning to allow greater mixed-use and higher-density residential uses in the Plaza Redevelopment Area, and BART's future plans to build a 200-unit housing complex on an existing surface parking lot adjacent to the BART station (approximately 80+ units per acre). Project elements include pedestrian-scale street lights, bulb-outs, diagonal parking, architectural gateway into the Plaza, murals, improved pedestrian crossings through the Downtown area, and redesign of the transit/historic plaza on East 14th Street.	\$1,000,000	\$129,561
City of Oakland	Coliseum Transit Hub Streetscape Improvements**	Provides pedestrian and streetscape improvements along San Leandro Street between 73rd and 66th Avenues and along 66th and 69th Avenues between San Leandro and Snell Streets to address pedestrian safety and access from the residential neighborhoods to the Coliseum BART station, AC Transit buses, and local businesses. Project supports the City and BART's future redevelopment of the Coliseum BART Station Area, which includes a transit village (50 housing units per acre) on the current BART parking lot, a high-density employment center on the west side of San Leandro Street, and revitalization of the Coliseum Gardens housing development on the northeast side of the BART station. Project elements include a 15-foot wide crosswalk with bulb-outs, lighted bollards, and pedestrian signal across San Leandro Street to the BART station entrance, surveillance cameras, new sidewalks, pedestrian-scaled lights and banners, new street trees, and new median on San Leandro Street.	\$1,000,000	\$129,561
City of Alameda / Park Street Business Association	Park Street Streetscape and Santa Clara Avenue Transit Hub**	Improves the pedestrian environment on Park Street from Central Avenue to Lincoln Avenue through corner, mid-block and transit sidewalk extensions <i>and</i> reinforces the transit hub on Santa Clara Avenue from Park Street to Oak Street through curb extensions and streetscape improvements (pedestrian-scale lighting, street trees and planters, bike racks and lockers, and street furnishings). Project is located within the Business and Waterfront Improvement Project redevelopment area and supports the recent rezoning of the business district to "Community Commercial" classification which permits residential uses above ground floor retail.	\$921,000	\$119,325

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Contra Costa County				
City of El Cerrito / El Cerrito Economic Development Board, El Cerrito Redevelopment Agency, and Chamber of Commerce	Fairmont Street Pedestrian and Streetscape Improvements	Provides traffic calming and pedestrian safety improvements along the portion of Fairmont Avenue in front of the El Cerrito Plaza BART station and by the Ohlone Greenway crossing. Project eliminates one traffic lane, constructs diagonal parking, bulbouts at the Fairmont Avenue/Liberty intersection, widens sidewalks, plants new trees, and installs pedestrian-scaled lighting along Fairmont Avenue. Also, extends sidewalks and widens median to shorten crosswalk at BART station where BART pillar obstructs motorists view of pedestrian and bike traffic crossing Fairmont Avenue. Project supports the recently redeveloped El Cerrito Plaza and other City redevelopment activities, including the renovation of the El Cerrito Theatre on San Pablo Avenue.	\$500,000	\$64,780
Marin County				
City of San Rafael Public Works	Medway/Canal Enhancements**	Constructs wider sidewalks, improved lighting, landscaping, bus stop and crosswalk improvements at the Medway/Canal/Belvedere intersection to improve pedestrian circulation and transit access. The low-income Canal area is densely populated and therefore has extensive foot traffic between residences and nearby commercial areas. Project supports the City's redevelopment efforts in the Canal Neighborhood Improvement Area, including housing improvement programs, rehabilitation loans, code enforcement, and zoning changes to support community serving commercial and mixed-used projects (under study).	\$900,000	\$116,605
San Francisco City and County				
BART / San Francisco County Transportation Authority	Northeast 16th/Mission Streets BART Plaza Redesign**	Renovates the Northeast BART Plaza at 16th and Mission Streets to enhance access to BART and MUNI and improve the overall appearance and function of the BART plaza. Project complements recent improvements such as in-station bicycle parking and new automatic fare equipment as well as supports BART's discussion with adjacent property owners to promote redevelopment. Project elements include replacement of the solid wall around entrance with transparent metal guardrail to improve visibility, expanded plaza through elimination of perimeter fencing and raised planters, pedestrian-scaled lighting, and plaza pavers.	\$1,298,000	\$168,170
San Mateo County				
City of East Palo Alto / City of East Palo Alto Redevelopment Agency	Bay Road Streetscape and Traffic Calming Improvements	Constructs streetscape and traffic calming improvements on Bay Road between University Avenue and Clarke Avenue--the gateway to the Ravenswood Business District. Project elements include bicycle lanes, bulb-outs with planters, improvements to sidewalks and bus stops, medians along Bay Road and a landscaped roundabout and raised crosswalks at Bay Road/Clarke Avenue. Project supports the City's recent and long-term redevelopment efforts including the planned Civic Center that includes public plaza, neighborhood-oriented retail uses and office development (under plan review), Nugent Square housing development (to break ground fall 2002), and new housing opportunity at Illinois Street/Purdue Avenue (community workshops underway).	\$700,000	\$90,692

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Santa Clara County				
City of San Jose / City of Santa Clara and Santa Clara Valley Transportation Authority	River Oaks Bike/Pedestrian Bridge**	Constructs a pedestrian and bicycle bridge over the Guadalupe River to connect existing housing and employment centers in the cities of Santa Clara and San Jose (west side of the Guadalupe River) to the River Oaks light-rail transit station (east side of Guadalupe River). Project supports the high density housing across from the River Oaks light-rail transit station in San Jose, employment centers at North First Street/River Oaks in San Jose, and new housing construction along Lick Mill Road in Santa Clara.	\$1,000,000	\$129,561
Santa Clara Valley Transportation Authority	San Fernando Light-Rail Station Plaza	Constructs a multi-use neighborhood plaza at the Vasona San Fernando Light-Rail Transit Station that would also connect to the Los Gatos Creek Trail. Project elements include landscaping, water feature, information kiosk, pedestrian-scaled lighting and other amenities. Directly north of the station, the City of San Jose proposes a large transit-oriented development that includes high-density housing, offices and retail uses, and a trail segment through the development site that will connect the station to the Los Gatos Creek Trail.	\$885,000	\$114,661
City of Palo Alto / Caltrain Joint Powers Board	Caltrain/Homer Street Pedestrian/Bicycle Undercrossing	Constructs a pedestrian/bicycle undercrossing of the Caltrain railroad right-of-way between the Palo Alto Medical Foundation campus and the Homer Street/Alma Street intersection, which is approximately 800 feet south of the Palo Alto Caltrain station. Project will link the Palo Alto Medical Foundation campus and Caltrain station to the mixed residential and commercial South of Forest Area neighborhood to the east.	\$464,000	\$60,116
Solano County				
City of Suisun City	Driftwood Drive Pedestrian Way	Constructs a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the Suisun/Fairfield train depot that is used by Amtrak's Capitol Corridor service. Project elements include construction of walkways on both sides of the Suisun Marina and associated landscaping, and this project is one phase of a larger project to create a public plaza at the waterfront. Project is within the City Redevelopment Area and supports the City's redevelopment efforts to revitalize the Old Town/Downtown area.	\$ 350,000	\$45,346
Vacaville Redevelopment Agency / City of Vacaville	Davis Street Pedestrian and Gateway Improvements	Provides wider sidewalks, landscaped bulb-outs, sidewalk improvements, and pedestrian-scaled lighting to improve pedestrian circulation on Davis Street and draw people toward historic Main Street, the Ulatis Creek Walk, and a new commercial center at the redeveloped Basic American Foods Industrial site.	\$482,000	\$62,448
TOTAL			\$9,500,000	

Part 2 of Attachment A: Contingency list of projects to be funded should additional funds become available before the next capital cycle. Projects are listed in priority order****

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
County of Marin	Cal-Park Hill Tunnel Rehabilitation and Class I Bikeway	Constructs a 5,800 foot long Class I bikeway between the cities of Larkspur and San Rafael, includes the rehabilitation of an existing CalPark railroad tunnel (which has been closed for 20 years and partially collapsed). Project connects the San Rafael Transportation Center with the Larkspur Ferry Terminal.	\$1,500,000	\$194,341
City of Petaluma / Eden Housing, Inc.	Downtown River Apartments Riverwalk and Streetscape Improvements	Constructs a landscaped riverwalk along the Petaluma River, a new bike path on Grey Street, a bus stop, and a median with corral refuge area and in-pavement pedestrian warning lights on East Washington Street. Project is a part of the Downtown River Apartments, an 81-unit affordable development with 5,500 s.f. of ground floor retail space, a community center with a computer learning lab, and numerous outdoor amenities in the heart of the historic downtown Petaluma.	\$358,000	\$46,383
		TOTAL	\$1,858,000	

Notes:

- * MTC staff will review and approve projects during the design and engineering phase to ensure that projects are consistent with the concept plans.
- ** The project resulted from or is related to a prior TLC planning and/or capital grant.
- *** A federal local match of 11.5% of the total project cost is required. In some cases, projects are not fully funded through TLC funds plus 11.5% match, so project sponsors are providing additional local match.
- **** Additional funds may become available through previously programmed projects by MTC that have been or will be deobligated before the next TLC capital cycle, as allowed for in MTC Resolution 3326. The contingency projects are listed in priority order. If a project on the contingency list does not receive funds, the project will need to be resubmitted to compete in the next TLC cycle. Placement on the contingency list does not guarantee funds in future TLC capital cycles.